

NATION'S FORCES BEING MOBILIZED TO MEET RAIL STRIKE

of the New York Central lines in this State to walk out on the morning of Nov. 8.

1,500,000 ROAD WORKERS NOT YET AGREED ON STRIKE

Conference Begun at Chicago to Decide Whether They Will Join "Big Four."

CHICAGO, Oct. 19 (Associated Press).—The first of a series of conferences in Chicago at which representatives of all factions in the railroad strike situation may decide the outcome of the strike call issued by the Big Four brotherhoods for Oct. 30, began here to-day, to continue over the week-end.

Three group meetings are scheduled: 1. Executives of the shop men, maintenance of way workers, clerks, telegraphers and others, meet to-day, to-morrow, Friday and Sunday to decide their attitude toward the announced strike of the train service employees, with indications of a final decision at a joint conference Sunday.

2. Brotherhood leaders are on their way here to hear the Government's attitude through the Railroad Labor Board to-morrow.

3. Railroad executives of the Central Division meet Friday in Chicago to discuss all phases of the strike situation, while executives of other divisions meet simultaneously in their own regions.

Developments in the possibility of a strike order by others of the sixteen standard labor organizations besides the five train service bodies, were seen to-day in a call for assembling to-morrow of the Conference Committee of the railway employees' department, American Federation of Labor. This committee has full power to order a strike of the shop craft. No final action was expected, however, before Friday, according to it.

Freight rate reductions approximately equivalent to the 12 per cent. wage reduction in wages ordered last July 1 by the Railroad Labor Board, were indicated as the probable basis suggestion the Labor Board will propose, with the backing of the Administration, to avert the strike.

The board's policy, as outlined by Commissioner Hooper, will propose to the brotherhood chiefs immediate suspension of the strike order on their part, and their influence in preventing other walkouts, while the executives would be asked to concede the withdrawal of the proposed request for further wage cuts and grant an immediate reduction of freight rates.

President J. R. Howard of the Farm Bureau Federation to-day had on file before the Interstate Commerce Commission here a petition for a 10 to 20 per cent. freight rate reduction on necessities of life, and at the same time he telegraphed union leaders and railroad executives urging them to join him in a conference here.

Failure of the brotherhood chiefs to join a strike agreement with the eleven other railroad unions at a conference here last week has made uncertain the outcome of their strike conferences here beginning to-day.

MUST CUT WAGES TO REDUCE RATES, SAY EXECUTIVES

Declare Public Cannot Pay Present Charges Made Necessary by Labor Costs.

Thomas de Witt Cuyler, Chairman of the Association of Railway Executives, makes the following statement to-day:

"Railroad managements earnestly deprecate the necessity of reducing wages. They appreciate the fact that certain classes of railroad wages were among the last to go up and that they ought not to go down except under pressure of the most urgent necessity. "The railroads are not seeking to place the whole burden of the present situation upon labor. Railroad owners have made their sacrifices. The fact is that agriculture and industry generally are unable to pay many of the current charges for railroad transportation. Yet those charges are absolutely necessary if money is to be obtained to pay present wages.

"The railroads are not making high charges against the public on the one hand and refusing, on the other, to pay high wages to their men. The public is the real paymaster and the public simply cannot pay rates which are necessitated by present labor costs. The rates must come down in the interest of the farmer, the manufacturer and the public generally.

"The railroads in 1920 realized a net railway operating income of about \$62,000,000 upon a property investment of over \$19,000,000,000, and even this \$62,000,000 included back mail pay for prior years received from the Government of approximately \$64,000,000, thus showing, when the operations of that year alone are considered, an actual deficit before making any allowance for either interest or dividends.

"For the eight months ending Aug. 31, 1921, the railroads of this country did not earn sufficient to pay interest on their outstanding bonds. A deficit of more than \$70,000,000."

9,000,000 TRUCKS AND CARS MAY AID IF R. R. MEN QUIT

N. A. C. C. Offers to Mobilize Auto Industry to Prevent Tie-Up

Wire to President Harding Offering Automobile Industry's Aid in Event of Rail Strike.

Oct. 17, 1921.

President Harding, The White House, Washington, D. C.

Cars and trucks totalling nine million two hundred thousand can protect public in event of rail strike.

We offer services of automobile industry in mobilizing of motor transport if needed.

Local automobile owner and dealer associations have the organization, man-power and vision for emergency.

National Automobile Chamber of Commerce, ALFRED REEVES, General Manager.

More than 9,000,000 cars and trucks insure the public against serious suffering from the proposed rail strike, according to Alfred Reeves, General Manager of the National Automobile Chamber of Commerce, when interviewed concerning his wire to President Harding, offering the assistance of the automobile industry in the possible emergency.

There is one motor vehicle in the country for every eleven persons. There are 990,000 trucks which haul 1,200,000 tons in 1920 or about one-half the amount carried by the railroads. These vehicles could readily handle the more essential products. Every city has large industrial fleets which can aid in meeting the emergency.

"The general public," said Mr. Reeves, "has an ally in the motor car and truck which will protect it from the worst consequences of the battle between the railroad operators and their employees. For once the innocent bystander has a means of self-defense."

"The farmers, who ten years ago would have been cut off from the world, now own 3,000,000 motor vehicles, including 125,000 trucks. Iowa alone has 437,000 automobiles or one to every 5.5 persons. So there need be little fear for food shortage.

"The motor vehicle is normally an aid rather than a competition of the railroad, since a heavy proportion of its short haul traffic is fed to the long haul rail routes. The automobile will not permanently usurp the long haul rail business, but the motor vehicle supply of the country is so large that it can protect the public in any transportation emergency."

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RR. LABOR BOARD WILL ASK TO HAVE STRIKE CALLED OFF

It Will Probably Propose, Also, That An Immediate Slush Be Made in Rates.

CHICAGO, Oct. 19.—The United States Railroad Labor Board met to-day to carry out President Harding's proposals to bring peace in the railroad labor war. Chairman R. M. Barton said President Harding outlined to him certain proposals which the board will form into a concrete peace proposition for presentation to the union heads to-morrow.

"The definite plan of proposed railroad peace will not be known until the members of the board have gone into every phase thoroughly," Mr. Barton said. "We know, in a certain broad way, the will of the Administration and will talk matters over with those members of the board representing the carriers and the workers."

It was believed the board will propose to the railroads that the public be given the benefit of the 12 per cent. wage cut in July by an immediate slush in freight rates, and that the carriers withdraw for the present their request for an additional 10 per cent. reduction in wages.

The brotherhoods will be asked to call off temporarily their October 30 strike order and to use their influence in forestalling similar orders from other unions.

The hearing of the Pennsylvania before the board, set for to-morrow morning, will proceed, according to Mr. Barton. The Pennsylvania has been cited before the board to show why it should not be publicly rebuked for disobeying the board, which ordered it to confer with shop employees to draw up a new set of working agreements.

less for maintenance for the first eight months of 1921 than they did for the same period of 1920. Had the expenditures for maintenance in 1921 been equal to those for 1920, instead of realizing the net operating income of \$203,000,000 for the eight months, as shown in the Interstate Commerce Commission reports, there would have been an actual deficit of more than \$70,000,000.

Pretty Children Who Gave Sparkle to the Meadowbrook Hunt Show



NANCY MILBURN, KATHERINE MILBURN AND CHARLES G. WEST, JR. CHILDREN OF DEVERAUX MILBURN, AND KIDNEY VON SLADE, JR. PHOTOGRAPHS BY BETTY WILLETTS

7 NURSES POISONED BY CANDY ADMIRER SENT ONE BY MAIL

(Continued From First Page.)

theory that this person was a jealous suitor and not a former patient. Miss Rosenfeld came to America from Austria nine months ago and has been a student nurse at the hospital since that time.

Ben and Will Zimmerman, brothers, who the police said were in love with Miss Rosenfeld, were questioned in connection with the case. Authorities stated they have information to show that each of the brothers had said that Miss Rosenfeld was his fiancée. These men denied any knowledge of the plot.

According to the police, the brothers said they both were in love with Miss Rosenfeld and she had promised to marry each of them. It was said Mrs. Clara Kraus, their sister, visited the hospital on Monday night with Will and advised the nurse to marry him in preference to Ben. The brothers make their home with Mrs. Kraus.

Miss Rosenfeld evaded the issue, the police said, by telling Will she was "keeping company" with a "swell fellow" and had a preference for "Irish boys."

She broke off the interview by saying she must leave for night school. Will told the police. "My sister and I waited outside the hospital for her, but she did not appear," he said.

Hospital attaches said the nurse went out a rear entrance to evade the two.

"I know nothing about this," Will said. "I do love her and asked her to marry me the first day we met. I asked her to go with me to my brother and to go with me all the time."

An Italian who was among the thousands taking part in the welcoming of Gen. Diaz at City Hall this afternoon and had been a marcher in the parade which accompanied the distinguished visitor, created a small riot this afternoon at Mail Street and Broadway when he was seen to spit upon the American flag he had carried and trampled it upon the pavement.

He was seen to do this by four policemen who had been brought over for duty from Richmond Hill during the Diaz ceremonies, and it was these policemen who prevented a crowd of several hundred from administering a memorable beating to him. The crowd did cry "Lynch him!" and "Kill him!" as it bore down on the man, but he was rescued and taken to the Tombs Court and held in \$500 bail for trial.

The Italian, who said his name was Pizzate Carlo, eight months in this country and formerly a resident of Naples, was standing only a short distance from Patrolman William Woods of the Richmond Hill Station when he put into his pocket the Italian flag he had been carrying and taking the American flag proceeded to desecrate it. Beside Woods were his fellow patrolmen, Arthur Rhodes, Ferd Timmes and Henry Harrison, and all four made a grab for him.

A number of the persons in the press of the crowd also saw the act and they too swerved forward. But Woods reached Carlo first and throwing an arm about the man's neck, pinioned his head under an arm. The crowd along the sidewalk at once began an attack on both Woods and his prisoner, evidently intent upon getting the latter. Woods held fast to him, however, receiving a number of blows on the back. Some of the crowd got to Carlo and struck him several times in the face.

It was necessary eventually for the three patrolmen to draw their clubs and fight a way through the crowd. Then Woods took Carlo into the Post Office and thence to Park Row.

In court Carlo denied the desecration. He could not speak English, said he had no home but had relatives in Corona, L. I.

WASHINGTON.—Approval of a loan of \$1,000,000 to a financial institution for credit extensions on livestock in Montana and Wyoming, was announced to-day by the War Finance Corporation.



BETTY WILLETTS DAUGHTER OF MR. AND MRS. SAMUEL WILLETTS AT MEADOWBROOK HUNT SHOW

ITALIAN MOBBED FOR SPITTING UPON AMERICAN FLAG

Four Policemen Witnessed His Act but Rescued Him From Crowd.

San Francisco, Oct. 19.—A part of the Japanese Government's delegation to the Conference on Limitation of Armaments has arrived and will leave for Washington to-day. The party includes Vice Admiral K. Kato, Major Gen. K. Tanaka and I. Gomyo, Secretary of the Foreign Office.

Admiral Kato said, for the delegates: "The earnestness of the Japanese cannot be surpassed by the earnestness of any other nation in regard to this conference. While travelling through America and Europe recently I was impressed with the necessity of establishing some agency that would clear away misunderstandings."

"When I returned to Japan I advocated privately that some sort of conference of the nations be held to clear away these misunderstandings. Every effort should be made to make it impossible for any nation to resort to arms for the advancement of its ambitions."

JOHNS HOPKINS MEN WOULD AID IN STRIKE

BALTIMORE, Oct. 19.—If the railway strike materializes, Johns Hopkins University engineering students stand ready to aid the railroads as strikebreakers and emergency train men. Sentiment at the university indicated that a large number of the students are hoping for an opportunity to show their ability as railroad men, just as the Hopkins students did during the strike in the Autumn of 1913.

It is experience as firemen, switchmen and others that the Hopkins students are hoping for, and not the "white collar" jobs.

During the strike of firemen and switchmen in 1913 Hopkins students volunteered and performed efficient service. The regular runs to Harrisburg, Washington, Philadelphia and New York were made with the Baltimore students holding down every job except that of engineer.

GOVERNOR SAYS ALL IS READY IN STATE FOR STRIKE

Every Agency Prepared to Meet All Emergencies and Work With Local Boards.

ALBANY, Oct. 19.—New York State will be found ready for any emergency, Gov. Miller declared to-day. "Every agency of the State government that has any relation whatever to the way to transport or to supply, or to preserving order will be ready for any emergency that may arise, to work in co-ordination, of course, with the local agencies," the Governor said.

Among the agencies which are making surveys of what can be done in event of a strike are the Superintendent of Highways, Superintendent of Public Works, Adjutant General, State Constabulary, Commissioner of Markets and the port authorities.

JAPAN FOR ARMS CUT, SAY ARRIVING ENVOYS

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THOUSANDS OF RAIL MEN REFUSE TO QUIT; YARDMASTERS AND PENNA. MEN WILL STICK

Orders Sent All Over Country That Yard Heads Continue at Work.

30 LOCAL UNIONS AGREE

President Cone Says His Men Will Not Submit to Big Four Dictation.

COLUMBUS, O., Oct. 19.—National headquarters here of the Railroad Yardmasters' Association of America, with a membership of more than 5,000 throughout the country, to-day sent out notices to its members to remain at work performing their usual duties in the event of a railroad workers' strike.

The notices were sent out following the receipt of telegraphic orders from the President of the organization, J. L. Cone, of New York. Many of the members of this organization also are members of the Big Five brotherhoods, although the yardmasters are not affiliated with any of the large unions or the American Federation of Labor.

No general strike vote was taken, officials holding that the constitution made a strike vote unnecessary. However, approximately 2,500 yardmasters in the vicinity of New York did take a strike vote, which resulted in favor of remaining at work in the event of a general strike.

PHILADELPHIA, Oct. 19.—Fifteen thousand trainmen of the Pennsylvania system will refuse to obey the order for a general strike and will continue to work if the road operates trains, is the statement of C. E. Munser, Chairman of the Brotherhood of Railroad Trainmen. That organization recently voted against a strike. "The fight of the unions should be with the Labor Board, not with the Pennsylvania," said Mr. Munser. "The railroad has been fair in its dealings with our men and has lived up to its agreements. We have no quarrel with the management."

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N. Y. YARDMASTERS WILL NOT STRIKE, THEIR HEAD SAYS

No Submission to Dictation of Big Brotherhoods by 30 Locals Here.

J. L. Cone, Grand President of the Railroad Yardmasters' Association, declared to-day that the members of this organization will not strike. Thirty local chairmen of the association met at the Marlborough Hotel last night and voted unanimously to remain at work.

"We are subordinate officials and have been so recognized by the Interstate Commerce Commission," said Cone. "We are not a striking organization, and we believe we should stand by the decision of the Railroad Labor Board, which has given us a square deal. We are not answerable to the railroad brotherhoods and will not submit to dictation of their leaders."

"They cannot get away with this strike, and I do not believe it will take place. The Trainmen's Brotherhood is claiming that it controls some of our men. We deny it."

He said his organization believed, however, that the railroads should give the public the benefit of some of the wage cuts already made, and added that the organization would "have something to say" if further wage cuts are put into effect.

MARINE ENGINEERS IN N. Y. HARBOR TO STAY AT WORK

Workers on Railroad Tugs to Ignore Strike, Declares Head of Union.

There will be no co-operation with the railroad unions on the part of the engineers of the tugs in New York Harbor owned by the different railroad companies if the great railroad strike is declared, according to Thomas B. Healey, General Manager of Marine Engineers' Beneficial Association No. 23.

"We went on strike in April a year ago," said Mr. Healey, "and the railroad brotherhoods stigmatized us as outlaws and helped the companies to break the strike."

"In our opinion a general railroad strike at this time would be foolish. At any rate, the 1,200 engineers of the 300 railroad tugs in this harbor will remain on the job and handle everything the railroads bring in that requires water transportation."

CLEVELAND, Oct. 19.—Way has not the Washington Administration

NO STRIKER COULD HOPE TO GET MORE THAN \$6 BENEFIT

CLEVELAND, Oct. 19.—Funds of the Railroad Brotherhoods available for strike benefits are said to be so small that no striker could hope to receive more than \$6.

The strike fund of the Brotherhood of Locomotive Engineers and Firemen is reported to be \$852,000, and the membership at the last report, last spring, was 125,000.

The trainmen's brotherhood had 186,000 members last spring and its resources are said to be something more than \$6,000,000, but not more than 10 per cent. of this is available for strike purposes.

The size of the strike fund of the engineers has not been made known, but it is said to be less than that of the firemen. Warren S. Stone, President of the Engineers' Brotherhood, receives a salary of \$25,000 a year. W. G. Lee, President of the trainmen, nets \$10,000.

Hotel Maid Drinks Bichloride Elizabeth Richards, a maid in the Hotel Pennsylvania, was taken here, where it is said she is dying from the effects of bichloride of mercury poisoning. The police say the woman took the poison with suicidal intent, but all efforts to persuade her to tell why she took it have proven unavailing.

Yes

it's toasted, of course. To seal in the flavor—



LUCKY STRIKE CIGARETTE

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